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A
HISTORY OF WAYNE TOWNSHIP
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WAYNE TOWNSHIP WAS CREATED IN 1838. IT IS ON THE EAST SIDE OF RANDOLPH COUNTY, INDIANA. WE ARE SURROUNDED BY JACKSON TOWNSHIP ON THE NORTH, DARKE COUNTY, OHIO, ON THE EAST, GREENSFORK TOWNSHIP ON THE SOUTH, AND WHITE RIVER TO THE WEST.

WAYNE TOWNSHIP IS LOCATED UP ON GREENVILLE AND DISMAL CREEK AND ALSO ON WHITE RIVER AND LITTLE MISSISSENWA. GREENVILLE IS SOUTHEAST, DISMAL IS CENTRAL EAST, MISSISSENWA IS NORTH, AND WHITE RIVER IS SOUTHWEST.

THE SIZE OF WAYNE TOWNSHIP IS EIGHT (8) MILES NORTH AND SOUTH, AND FIVE (5) MILES EAST AND WEST. WAYNE TOWNSHIP IS MOSTLY LOW AND LEVEL.

THE FIRST SETTLERS WERE AT JERICO. SOME OF THE PEOPLE WERE AMOS PEACOCK, BENONI HILL, HIRAM HILL, AND ABRAM PEACOCK. THEY CAME IN 1818.

THE FIRST SCHOOL WAS PROBABLY IN THE JERICO SETTLEMENT. MARIAM HILL WAS THE FIRST SCHOOL TEACHER.

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BARTONIA, HARRISVILLE, RANDOLPH, SALEM, HAYSVILLE, AND UNION CITY ARE THE TOWNS IN WAYNE TOWNSHIP. THESE TOWNS WERE RECORDED IN:

BARTONIA	-	OCTOBER 1, 1849
HARRISVILLE	-	JUNE 17, 1854
RANDOLPH	-	MAY 20, 1836
SALEM	-	DECEMBER 25, 1849
HAYSVILLE	-	UNKNOWN
UNION CITY	-	DECEMBER 17, 1849

THE FIRST IMPORTANT MILL IN WAYNE TOWNSHIP WAS COX'S ON WHITE RIVER, ABOUT FIVE (5) MILES EAST OF WINCHESTER. IT WAS BUILT IN 1825, AND WAS REMOVED ABOUT EIGHTY-SIX (86) YEARS AGO. THE FIRST CHURCH WAS AT COB TOWN, OHIO, AND THE FIRST REVEREND WAS THE REV. SPINGER. THE TWO IMPORTANT RAILROADS IN WAYNE TOWNSHIP WERE THE "BEE LINE" AND THE "PAN HANDLE". THEY CROSSED EACH OTHER IN UNION CITY.

THE FIRST TWO IMMIGRANTS CAME IN GREAT NUMBERS WESTWARD, AND IN A FEW YEARS, VAST HERDS OF CATTLE CAME EAST ON THE SAME ROUTE.

IN WAYNE TOWNSHIP, JAMES GRIFFINS KEPT ONE OF THE CHIEF STATIONS FOR CATTLE-DRIVES FOR MANY YEARS. THE CHARGES WERE QUITE LOW COMPARED TO THOSE WE HAVE TODAY BECAUSE THE PRICE FOR A MAN AND HIS HORSE, INCLUDING SUPPER, LODGING, AND BREAKFAST FOR BOTH WAS THIRTY-SEVEN AND ONE-HALF CENTS. (37 $\frac{1}{2}$)

THE FIRST ENTRY IN THE COUNTY SEEMS TO HAVE BEEN MADE WITHIN THE PRESENT BOUNDS OF WAYNE TOWNSHIP. THE LOCATION IS ABOUT A MILE WEST OF HARRISVILLE, ON WHITE RIVER. HOW THE MAN WHO MADE THE ENTRY GOT SO FAR FROM ANY SETTLEMENT, AND WHY HE ENTERED THAT PARTICULAR QUARTER-SECTION, WOULD BE INTERESTING AT THIS DAY TO KNOW, BUT PROBABLY THE FACTS WILL BE FOREVER HIDDEN IN THE TOMB OF THE FORGOTTEN PAST. THIS ENTRY WAS MADE ON DECEMBER 1, 1812, BELOW HARRISVILLE, ON WHITE RIVER, BY JEREMIAH MOFFATT. THIS WAS MORE THAN A YEAR BEFORE THE FIRST SETTLEMENT WHICH TOOK PLACE IN APRIL, 1814.

THE FIRST RELIGIOUS MEETING IN WAYNE TOWNSHIP WAS PROBABLY THAT OF THE FRIENDS, AT JERICO, AND THE FIRST SCHOOL WAS THE ONE IN THEIR MEETING HOUSE.

BARTONIA

EDWARD BARTON PROPRIETOR, LOCATION JUNCTION OF SPATANBURG AND ARBA PIKE WITH GREENVILLE STATE ROAD. IT HAS 27 LOTS. THEY WERE RECORDED OCTOBER 1, 1849.

BARTONIA IS HALF A MILE EAST OF THE SITE OF THE OLD TOWN OF RANDOLPH, THE COUNTRY AROUND IS ROLLING AND FERTILE. THE TOWN IS LOCATED AT THE POINT WHERE THE RICHMOND PIKE RUNNING NORTHWARD REACHES THE GREENVILLE AND WINCHESTER ROAD.

IT HAD A STORE, A SMITH SHOP, A WAGON SHOP, A PHYSICIAN, A POST OFFICE, A CHURCH HAS BEEN THERE MUCH OF THE TIME FOR 25 OR 30 YEARS.

AT ONE OTHER TIME THERE WERE TWO STORES, A SMITH SHOP, A CABINET SHOP, A TURNING SHOP, A POST OFFICE, A MEETING HOUSE AND TWO PHYSICIANS.

THERE IS ONE STORE AND BLACKSMITH SHOP AT THE PRESENT DAY AND ONE CHURCH.

HARRISVILLE

HARRISVILLE IS LOCATED ON THE BEE LINE RAILROAD, FOUR MILES WEST OF UNION CITY, SEVEN MILES EAST OF WINCHESTER. IT WAS RECORDED JUNE 17, 1854 AND HAD 17 LOTS.

THE TOWN AROSE WITH THE BELLFONTAINE RAILROAD. THE BUSINESS OF THE TOWN WAS BUT LITTLE AT FIRST AND THE IMPROVEMENT OF THE VILLAGE HAS SINCE BEEN SLOW. THERE IS BUT ONE PUBLIC ROAD WHICH RUNS NORTH AND SOUTH ACROSS THE RAILROAD TRACK.

THE TOWN IS TOO NEAR UNION CITY TO COMMAND MUCH BUSINESS, HOWEVER, SOME GROWTH HAS BEEN ATTAINED AND IT HAS BECOME THE CENTER OF A MEAGER TRADE. ABOUT 1854, JOB HARRIS UNDERTOOK A SMALL STORE. HE SHORTLY AFTERWARD LAID OUT THE TOWN. BEFORE LONG WILLIAM LOCKE SET UP A BLACKSMITH SHOP. DR. GREER UNDERTOOK TO PRACTICE MEDICINE. MR. BONE MADE AND MENDED SHOES. JOB HARRIS KEPT A POST OFFICE. WILLIAM BENSON BUILT A SAWMILL. THE SAWMILL WAS BURNED. MR. KEISTER BUILT ANOTHER, THAT WAS ALSO BURNED. HE BUILT STILL ANOTHER, ATTACHING TO IT A GRISTMILL.

A CHURCH (CHRISTIAN) WAS FORMED IN 1865. A MEETING HOUSE WAS ERECTED IN 1866. MR. KEISTER BUILT A WAREHOUSE IN 1880 AND BOUGHT SOME GRAIN. NO LIQUOR IS SOLD IN THE TOWN. THE BEE LINE RAILROAD PASSES THROUGH THE PLACE AND FURNISHES CONVENIENCE OF THE DAILY MAIL. NO PIKE EXTENDS TO THE TOWN, BUT IT STANDS BETWEEN TWO, THE NEAREST ABOUT A MILE AWAY. THEIR SCHOOL WAS ABOUT A HALF-MILE AWAY.

HARRISVILLE TODAY HAS FOUR STREETS. IT HAS A GENERAL STORE, ONE ELEVATOR, A CHURCH, A SMALL GARAGE AND ABOUT 80 INHABITANTS. THREE RAILROAD COMPANIES HAVE OWNED THE ONE RAILROAD. THE BEE LINE, THE PENNSYLVANIA AND NOW THE NEW YORK CENTRAL.

THREE BIOGRAPHIES OF MEN OF WAYNE TOWNSHIP

AMOS PEA COCK

AMOS PEACOCK, ONE OF THE FIRST PERSONS TO COME TO WAYNE TOWNSHIP, WAS BORN IN NORTH CAROLINA ON SEPTEMBER 21, 1787. HE CAME FROM CAROLINA IN 1817, AMOS AND HIS WIFE, HANNAH, HAD NINE CHILDREN. THEIR NAMES ARE ARRON, JONAH, WILLIAM, ELIJAH, AND ELISHA, (TWINS) MALTILDA, ABRAM, ANNA, AND ABIGAIL. ALL OF THEM WERE QUAKERS. HE DIED AT JERICHO, JULY 2, 1850, AT THE AGE OF SIXTY-TWO.

DR. WILLIAM K. MARQUIS

DR. WILLIAM K. MARQUIS WAS BORN APRIL 9, 1850, IN DARKE COUNTY, OHIO. HE WAS THE SON OF WILLIAM AND POLLY MARQUIS. HE WAS RAISED ON A FARM, RECEIVED HIS SCHOOLING IN COMMON SCHOOLS AND STUDIED MEDICINE WITH DR. WILLIAMS OF DARKE COUNTY. HE STARTED PRACTICE IN 1868. IN 1853, HE MARRIED MARY BENNETT, AND HAD NINE CHILDREN. MARY BENNETT DIED IN OCTOBER 1875. IN MARCH 1877, HE MARRIED FANNY COATS, BY WHOM HE HAD ^{eight} CHILDREN. HE WAS A MINISTER OF A GERMAN BAPTIST CHURCH FOR SEVENTEEN YEARS. HE LIVED ON A FARM OF 55 ACRES IN THE SOUTHWEST PART OF WAYNE TOWNSHIP.

REV. DAVID DAVENPORT

REV. DAVID DAVENPORT, WAS BORN OCTOBER 1, 1823, IN MONTGOMERY COUNTY, OHIO. HIS PARENTS, NOAH AND CATHARINE DAVENPORT, MOVED TO MIAMI COUNTY, OHIO, IN 1825, WHEN DAVID WAS ONLY 18 MONTHS OLD. WHEN HE WAS 12, HE MOVED TO ELKHART COUNTY, INDIANA. TEN YEARS LATER HE RETURNED HOME ON THE TENTH OF SEPTEMBER, 1846, AND MARRIED MARGARET COATS, THEY HAD NINE CHILDREN. IN 1856, HE ENTERED MINISTRY. HE CAME TO RANDOLPH COUNTY, AND SETTLED AT HARRISVILLE, IN 1865. HE WAS A MEMBER OF THE OHIO HOME GUARDS, WHO WERE ORDERED TO THE FRONT BY GOVERNOR BROUGH, MAY 2, 1864. THE DATE OF HIS DEATH IS UNKNOWN.

HISTORY OF HAYSVILLE

HAYSVILLE WAS A LITTLE SUBURB OF UNION CITY, INDIANA, LOCATED ABOUT A MILE SOUTHWEST OF THAT TOWN AT A JUNCTION OF THE SOUTHPIKE LEADING TO WINCHESTER AND AND THE NEW PIKE EXTENDING FROM THE SOUTHLINE OF THE COUNTY NORTHWARD TO UNION CITY. IT HAS GROWN UP WITHIN SIX OR EIGHT YEARS HAVING BEEN NAMED AT THE INAUGURATION OF PRESIDENT HAYES, IN MARCH, 1877. THE STATEMENT WAS MADE THAT THE PEOPLE THERE RESOLVED THAT IF HAYES SHOULD BE DECLARED ELECTED, THEIR SUBURB SHOULD BE CHRISTENED HAYESVILLE, AND IF NOT, THE NAME SHOULD BE ELIZABETHTOWN. THE PLACE CONTAINED A STORE, A SMITH SHOP, A TOLL GATE, A SCHOOLHOUSE, AND EIGHT OR TEN DWELLINGS NOT FAR OFF. OF COURSE, THE CLOSE PROXIMITY PREVENTS BUSINESS FROM CENTERING THERE, YET IT WAS A NEAT AND PLEASANT HAMLET, THE HOUSES BEING COMPARATIVELY NEW AND THE RESIDENTS QUIET AND INDUSTRIOUS CITIZENS.

ON APRIL 3, 1900, GRANT CRAWFORD AND HIS WIFE, LUCRETIA CRAWFORD, SOLD THE HAYESVILLE CORNER TO JEMINA P. HARSHMAN, PRIOR TO THIS TIME, THIS ONE-FOURTH ACRE WAS USED FOR A TOLL GATE COLLECTING TAXES FROM PEOPLE TRAVELING FROM THE RICHMOND AREA TO UNION CITY. AT THIS TIME, THIS CORNER WAS SOLD FOR SIXTY DOLLAR

FROM THE HEIRS OF MRS. HARSHMAN, THE CORNER WAS PURCHASED BY MR. AND MRS. HARRY ABEL, WHO CONSTRUCTED A FRAME FOR A SERVICE STATION IN 1929. ON JANUARY 5, 1941, THIS STRUCTURE WAS COMPLETELY DESTROYED BY FIRE AS WELL AS WELL AS A SEVEN ROOM HOUSE NEAR BY. A NEW CEMENT BLOCK BUILDING WAS IMMEDIATELY REBUILT FOR BUSINESS. IN 1947, THE ABLES SOLD THE CORNER TO CHARLES AND HARRY READ. THE READ BOYS NOW OWN IT AND THEY HAVE A VERY NICE AND CLEAN STATION. THEY ARE HAVING A GOOD BUSINESS. THEY HAVE EVERYTHING TO SELL AND THEY ALSO HAVE A NICE BUILDING TO DO BUSINESS IN. IT IS A SINCLAIR SERVICE STATION. THEIR FATHER HELPS THEM SOME WITH THE BUSINESS.

WAYNE TOWNSHIP CHURCHES

METHODIST CHURCH

THE FIRST RELIGIOUS ORGANIZATION WAS THAT OF THE METHODIST EPISCOPAL CHURCH IN 1852 BY REVEREND CALCAZER OF THE DEERFIELD CIRCUIT. THEY HAD FOUR MEMBERS, TWO ON PROBATION. IN 1858, REVEREND MENDENHALL WAS ASSIGNED AS A REGULAR PASTOR WITH INSTRUCTIONS TO BUILD A CHURCH. IT WAS ERECTED IN 1858-1859, ON THE WEST SIDE OF NORTH COLUMBIA AND THE NORTH SIDE OF OAK STREET.

THEY SOON OUTGREW THIS BUILDING, IN 1869-1870 ANOTHER CHURCH WAS STARTED ON THE SOUTHWEST SIDE OF OAK STREET AND ON PLUM STREET. IT WAS USED BUT WASN'T COMPLETED UNTIL 1880.

THE PARSONAGE WAS BUILT IN 1874. IN 1890, A TOWER AND CLOCK WERE ADDED TO THE CHURCH AT THE COST OF \$3,500.00. IN 1906, THE BUILDING WHICH NOW STANDS, WAS STARTED AND COMPLETED UNDER REVEREND RADCLIFF. IT WAS DEDICATED IN 1908, REVEREND GARFIELD STEEDMAN IS THE PRESENT MINISTER.

CATHOLIC CHURCH

THIS CHURCH WAS ORGANIZED IN 1854. THIS CHURCH ALSO MET AT VARIOUS PLACES, IN DIFFERENT BUILDINGS. MOST OF THE BUILDINGS STOOD WHERE THE PRESENT CHURCH NOW STANDS, BUT WERE ARRANGED DIFFERENTLY. THE FIRST BUILDING STOOD NORTH OF THE ALLEY ON PLUM STREET, WAS THE HOME OF THE SISTERS OF THE HOLY CROSS. NEXT CAME THE FIRST BRICK CHURCH WHICH WAS BUILT IN 1865 BY FATHER McMAHON. IN 1870, A BELL WAS PLACED IN THE CHURCH, PROBABLY THE FIRST BELL IN TOWN. THE PRIESTS HOUSE WAS NORTH OF THE CHURCH AROUND THE CORNER AND EAST ON HICKORY STREET. A BRICK SCHOOL WAS BUILT WITH ONE ROOM UPSTAIRS AND ONE ROOM DOWN. THE PRESENT CHURCH WAS BUILT IN 1899.

LUTHERAN CHURCH

THE LUTHERAN CHURCH ORGANIZED IN JUNE, 1857, BY REVEREND PHIL LACKER OF NEAR GREENVILLE. THEY HAD 28 CHARTERED MEMBERS. THE FIRST CHURCH, A FRAME BUILDING WAS ERECTED IN 1860-1861. THIS BUILDING IS THE BUILDING WHICH STANDS BEHIND THE PRESENT BUILDING AND IS USED AS A PARISH HALL. THE PRESENT CHURCH WAS BUILT IN 1885 AT THE COST OF \$7,000.00. REVEREND RALPH HERSHBERGER IS THE PRESENT MINISTER.

PRESBYTERIAN CHURCH

THE PRESBYTERIAN CHURCH WAS ORGANIZED IN 1837, AT HILLGROVE, OHIO. IT MOVED TO UNION CITY IN 1860. IN 1862, THEY BUILT A CHURCH ON THE WEST SIDE OF UNION STREET, NORTH OF WHAT IS NOW FRAZIER'S SUPPLY COMPANY. THEY OUTGREW THIS BUILDING AND IN 1879, BUILT A NEW CHURCH ON THE NORTHEAST CORNER OF HOWARD STREET. THE PARSONAGE IS NEXT DOOR TO THE CHURCH, AT THE PRESENT TIME, THERE IS NO MINISTER. THE LAYMEN OF THE CONGREGATION TAKE TURNS IN DELIVERING THE SUNDAY SERMON.

CHRISTIAN CHURCH

THE CHRISTIAN CHURCH HAD THE FIRST CHURCH BUILDING. REVEREND THOMAS WILEY AND 24 MEMBERS OF THE CHRISTIAN CHURCH STARTED A CHURCH IN 1853. THE SMITH BROTHERS DONATED LOTS TO ALL THE CHURCHES AND GAVE ONE TO THE CHRISTIAN CHURCH. IT WAS ONLY A SMALL LOT.

IN 1875 THE ORIGINAL BUILDING MOVED EAST TO THE PLACE TO WHERE THE PARSONAGE STOOD FOR YEARS. A LARGE BRICK CHURCH WAS STARTED ON THE SITE WHERE THE ORIGINAL BUILDING HAD BEEN MOVED FROM. THE ARCHITECTURE WAS MAGNIFICENT. IT WAS 48 BY 92 FEET AND AT THE COST OF \$13,000. THE CARPET WAS AN ADDITIONAL \$6,000. IN 1901 THE CHURCH WAS COMPLETED AND REMODED BY REVEREND SMALL. THE SPIRE WAS REMOVED, THE CEILING WAS LOWERED, AND THE BEAMS HIDDEN FROM VIEW. THE PULPIT WAS REMOVED TO THE EAST SIDE OF THE SANTUARY AND THE SEATS ARRANGED IN A SEMI-CIRCLE OF TODAY. IN 1912, CLASS ROOMS WERE ADDED. THE BASEMENT WAS ENLARGED AND FINISHED. ACCORDING TO THE DECIPLES OF CHRIST HISTORICAL THERE WERE 29 MEMBERS. REV. C. G. McALLISTER IS THE PRESENT MINISTER.

CHURCH OF THE BRETHERN

THE CHURCH OF THE BRETHERN USED TO BE ON STATELINE, ONE MILE NORTH OF TOWN. IT WAS BUILT IN 1870. MOST OF ITS MEMBERS LIVED IN TOWN AND THE ONLY WAY THEY COULD GET TO CHURCH WAS TO WALK. IN 1917, THEY PURCHASED THE SOUTHWEST CORNER OF OAK & CEDER STREETS. THE PRESENT CHURCH WAS BUILT AND DEDICATED IN 1918.

FREE METHODIST

THE FREE METHODIST WAS ORGANIZED AND THEIR MEETING HOUSE AND PARSONAGE WAS BUILT THROUGH THE EFFORTS OF REVEREND AND MRS. M.L. REYNOLDS. IN 1888, THE PROPERTY WAS DEEDED TO THE CHURCH BY MRS. FOWLER. ORIGINALLY THE BUILDING CONSISTED OF ONE LARGE ROOM BUT ABOUT 1906 A CLASSROOM WAS PARTITIONED OFF, A CORNER ENTRY AND VESTIBULE ERECTED.

UNIVERSATIST CHURCH

ON JANUARY 9, 1806, THE UNIVERSATIST CHURCH WAS ORGANIZED. THEY ERECTED A NEAT LITTLE CHURCH COSTING \$4,000 AND PUT IT ON A LOT GIVEN TO THEM BY JEREMIAH SMITH. THERE IS NO RECORD OF HOW LONG THE ORGANIZATION LASTED, BUT THEIR CHURCH WAS 225 NORTH PLUM STREET.

HARRISVILLE

THIS CHURCH WAS ORGANIZED IN 1865 AND THE HOUSE WAS BUILT IN 1866. IT STARTED WITH A MEMBERSHIP OF ABOUT 25 GOOD EARNEST CHRISTIAN PEOPLE. THE CHURCH HAS PROSPERED UNTIL TODAY. IT IS ONE OF THE MOST PROSPEROUS CHRISTIAN CHURCHES IN THE COUNTY.

BARTONIA

A CLASS WAS ESTABLISHED THERE AT MR. BAILEY'S ABOUT 1848, AND A MEETING HOUSE WAS BUILT ABOUT 1850. EDWARD BARTON WAS CLASS LEADER. TWO OF THE EARLY PREACHERS WERE MESSER AND STOUTS. MR. CHENOWETH DURING HIS LIFETIME PREPARED A GROVE UPON HIS LAND FOR THE HOLDING OF MEETINGS, AND IN THE SUMMER TIME RELIGIOUS SERVICES WERE OFTEN HELD THERE. THE BARTONIA CLASS WAS PROSPEROUS. IT WAS ONE OF THE STRONGEST COUNTY CHURCHES IN THE COUNTRY AT THAT TIME.

SOUTH SALEM

SOUTH SALEM WAS ESTABLISHED ABOUT 1843, AND FOR A WHILE WAS VERY FLOURISHING. THE HOUSE WAS BUILT ABOUT 1851. THE MEMBERSHIP WAS NOT SO LARGE AS FORMELY BUT THE CHURCH WAS IN THRIVING CONDITION AND MAINTAINED A SPLENDID SUNDAY SCHOOL. THEY HAD A VERY LARGE MEMBERSHIP WHICH HAS MADE IT NECESSARY TO REMODEL THE CHURCH. THEY DID THIS DURING THE SUMMER OF 1914.

JERICHO

THE FIRST CHURCH WAS BUILT ABOUT 1/4 MILE WEST OF THE CEMETARY ON THE ED CHENOWETH FARM. IT WAS 1/2 MILE NORTHEAST FROM THE LOCATION OF THE PRESENT CHURCH. THE FIRST PREACHER WAS JOHN JONES, ABOUT 1835. IN 1878 THE MEMBERS BUILT A NEW CHURCH 1/2 MILE FROM THE OLD CHURCH.

UNITED BRETHERN

THIS CHURCH WAS ORGANIZED IN 1875. THEY HAD 18 MEMBERS. THEY DID 'T HAVE A REAL MINISTER UNTIL 1877. THE CONGREGATION TOOK TURNS UNTIL 1877. THEY PURCHASED THE CHURCH THE NEWLIGHTS HAD BUILT AND MOVED IT ACROSS THE STREET. EVENTUALLY THEY MOVED THE ORIGINAL BUILDING BACK AND ADDED AN AUDITORIUM IN FRONT, USING THE OLD PART FOR SUNDAY SCHOOL ROOMS. THE SECOND ADDITION WAS DEDICATED ON JULY 17, 1949. THEY RETAINED THE OLD CHURCH AND AGAIN ADDED TO THE FRONT AT THE COST OF \$40,000. THEY NOW HAVE A CHRISTIAN EDUCATION PLANT VALUED \$10,000, WITH A SEATING CAPACITY OF 615 AND A MEMBERSHIP OF 690. THROUGH NATIONAL MERGER IN 1947, THIS GROUP IS NOW KNOWN AS THE EVANGELICAL UNITED BRETHERN OR F. U. B. REV. FRANK ROBINSON IS THE PRESENT MINISTER.

CHURCH OF THE NAZERENE

THE CHURCH OF THE NAZERENE WAS ORGANIZED ON JUNE 21, 1936, BY REVEREND RALPH YANEY SERVING AS PASTOR. IT WAS ORGANIZED WITH 9 CHARTERED MEMBERS. IT WAS BUILT ON A LOT ON WEST HICKORY STREET IN 1940. THE BASEMENT WAS STARTED FIRST, THEY USED THE BASEMENT FOR SEVERAL YEARS AS THE SANCTUARY. YANEY RESIGNED ON JULY 1942. AT THAT TIME THEY HAD 48 MEMBERS. REVEREND NORMAN MOORE CAME AS SECOND PASTOR IN DECEMBER, 1942. THEY WERE FINALLY OUT OF DEBT IN 1942 AND BTHE MEMBERSHIP INCREASED TO 82. MOORE RESIGNED IN 1945, AND REV. WASSON BECAME THE THIRD PASTOR. THE REMODELING WAS BEING DONE AT THAT TIME. THE PARSONAGE WAS STARTED DURING WASSON'S TERM AT 944 WEST HICKORY STREET. HE LEFT IN 1948 AND G.M. GILLISPIE WAS PASTOR. THE TOP OF THE CHURCH WAS ADDED TO THE CHURCH IN 1956-57.

SCHOOLS OF WAYNE TOWNSHIP

IN 1838 SEVERAL SETTLERS CAME AND THE NEIGHBORS BUILT A LOG CABIN SCHOOL HOUSE. THE FIRST SCHOOL WAS PROBABLY AROUND JERICHO SETTLEMENT. MARIAM HILL TAUGHT THIS SCHOOL IN THE FRIENDS MEETING HOUSE IN 1822 AND 1823. THEY HAD ABOUT TWENTY OR TWENTY-FIVE PUPILS. THE FIRST MEETING HOUSE AROUND ROBERT MURPHY'S SECTION OR AT SOUTH SALEM WAS CALLED THE SOUTH SALEM MEETING HOUSE.

IN THE BEGINNING THERE WERE TWELVE SCHOOL DISTRICTS IN WAYNE TOWNSHIP. THEY WERE LISTED AS 1,2,3, ECT, TO 12. THE FIRST OF THESE WAS AROUND JERICHO SETTLEMENT. NUMBER 1 WAS NORTH OF UNION CITY. NUMBER 2 WAS NORTH OF HARRISVILLE, ABOUT $1\frac{1}{2}$ MILES. NUMBER 3 WAS HARRISVILLE, WHICH HAD TWO ROOMS AND 4 GRADES IN EACH ROOM. THEY WERE KNOWN AS THE BIG ROOM AND THE LITTLE ROOMS. NUMBER 4 WAS AT HAYSVILLE, WHICH WAS IN THE GROVE OF TREES, BURNED DOWN AND WAS LATER REBUILT. NUMBER 5 WAS ON THE JOHN BICKEL FARM ON THE SALEM ROAD. NUMBER 6 WAS WHERE WAYNE SCHOOL IS LOCATED TODAY. NUMBER 7 WAS AT JERICHO. NUMBER 8 WAS WHERE THE TOWNSHIP LINE WEST, HITS GREENVILLE PIKE ON THE RIGHT HAND SIDE OF THE ROAD. NUMBER 9 WAS ON 227 ON THE OLD HART FARM. NUMBER 10 WAS WEST OF UNION CITY, NORTH OF WILSON, AND THEN EAST. THERE WAS NO INFORMATION THAT COULD BE FOUND ABOUT SCHOOL NUMBER 11. NUMBER 12 WAS ON THE MACY FARM ON THE GREENVILLE PIKE. ALL THE SCHOOL HOUSES WERE BUILT OF BRICK. ONLY FOUR SCHOOL HOUSES ARE SUITABLE AND STANDING TODAY.

WAYNE AND WILSON CAME AFTER THIS . IN 1912, WAYNE WAS BUILT. FIVE ACRES WAS USED TO BUILD A ONE ROOM BUILDING AT THE COST OF TWENTY-THREE THOUSAND DOLLARS. SCHOOL HACKS HAD TO BE VENTILATED AND WARM, THEY WERE HEATED BY COAL STOVES.

WILSON SCHOOL HAD ONLY FIRST AND SECOND GRADES AND TWO YEARS OF HIGH SCHOOL . JOHN H. SHOCKNEY WAS THE TRUSTEE, ALL OF THESE SCHOOLS WERE GOOD BRICK AND THEY HAD PLENTY OF MATERIAL. STUDENTS GRADUATED INTO THE EIGHTH GRADE AND SOME OF THEM TOOK A TEST TO BECOME A TEACHER. THEY WERE ONLY EIGHTEEN OR NINETEEN YEARS OLD WHEN THEY STARTED TEACHING.

IN 1880, THERE WERE 712 PUPILS ADMITTED TO SCHOOLS IN WAYNE TOWNSHIP. THE DAILY AVERAGE WAS 623, AND THE NUMBER OF DAYS ATTENDED WAS 140. AVERAGE WAGES FOR MALE TEACHERS WAS \$1.85 A DAY AND \$1.56 FOR FEMALES.

IN 1912-1913, (WAGES FOR TEACHERS INCREASED). STATISTICS ABOUT THE SCHOOL PUPILS, DAYS ATTENDED, ECT., DECREASED. THERE WERE 305 PUPILS ADMITTED, 275 DAILY AVERAGE, AND 140 NUMBER OF DAYS ATTENDED. FOR THE MALE TEACHERS. THE WAGES WERE \$2.80 A DAY AND \$296 FOR THE FEMALE TEACHERS.

HISTORY OF UNION CITY, INDIANA

IN 1848 FIVE RAILROADS WERE PLANNED TO MEET AT THE STATE LINE ON THE LOCATION ON WHICH UNION CITY NOW STANDS.

THE NEW YORK CENTRAL WAS KNOWN AS THE BEE LINE. THE DIRECTION IT SHOULD TAKE CAUSED MUCH DISCUSSION. THE QUESTION WAS SETTLED AT A MEETING HELD IN THE WOODS WHERE UNION CITY WAS LATER BUILT.

THE BEE LINE WAS TO BE BUILT BY TWO COMPANIES. ONE COMPANY WAS BUILDING FROM INDIANAPOLIS TO THIS SPOT IN THE WILDERNESS. ANOTHER COMPANY WAS TO BUILD FROM BELLE FONTAINE TO THE SAME PLACES. THE PENNSYLVANIA RAILROAD, UNDER OTHER NAMES , WAS BEING PLANNED BY TWO COMPANIES. THE ROAD WAS TO COME FROM COLUMBUS, OHIO, AND THE OTHER FROM LOGANSPORT TO HERE. THERE WAS A RAILROAD FROM DAYTON TO GREENVILLE. AND WHEN THE COMPANY WAS ASSURED OF FOUR RAILROADS MEETING TWELVE MILES WEST OF GREENVILLE, DECIDED TO EXTEND THERE ROAD TO THE SAME PLACE.

JEREMIAH SMITH WAS ONE OF THE PROMOTERS OF THE BEE LINE FROM INDIANAPOLIS TO THIS SPOT IN THE WOODS. ACCORDINGLY, ON DECEMBER 19, 1848, HE BOUGHT 160 ACRES FROM AUGUSTA LOVELAND FOR \$1,500.00. THE TRACT WAS VIRGIN FOREST, WITH THE EXCEPTION OF ONE SMALL CLEARING, WHICH IS NOW 207 NORTH HOWARD STREET, THE HOME OF MR. AND MRS HOWARD GLUNT. IN THIS CLEARING STOOD THE LOVELAND LOG BARN. UNTIL HOWARD STREET WAS IMPROVED, A HEAP OF COBBLE STONES EAST OF THE HOUSE NEAR THE SIDEWALK MARKED THIS SITE OF THE LOVELAND WELL. MISS FLORETTA ROE, A DESCENDENT OF THE ORGINAL SETTLERS, TELLS THAT WHEN JEREMIAH SMITH PLANNED HIS NEW TOWN THERE WERE MANY WHO DISCOURAGED HIM, BECAUSE, THEY SAID, THAT HILLGROVE WAS TOO GOOD A TOWN AND TOO CLOSE TO MAKE ANOTHER SETTLEMENT AT THE STATE LINE POSSIBLE. BUT MR. SMITH WAS READY WITH AN ANSWER. " WELL," HE SAID, "I'LL JUST TACK A MEAT RIND ON HILLGROVE AND LET THE DOGS PULL IT OVER TO OUR NEW TOWN".

MR SMITH PLANNED HIS TOWN AND THE PLAT WAS RECORDED DECEMBER 17, 1849. THIS ORIGINAL PLAT CONTAINED 160 ACRES, WAS HALF A MILE SQUARE AND WAS DIVIDED INTO 252 LOTS. IT WAS SOON FOUND THAT THE PLAT NEEDED CHANGING SO IT WAS CORRECTED AND ENLARGED. LOTS WERE MADE SMALLER AND MORE NUMEROUS. THERE WERE 483 LOTS IN THIS NEW PLAT WHICH WAS REPORTED FEBRUARY 6, 1854. THIS PLAT WITH NUMEROUS ADDITIONS IS STILL IN USE TODAY.

The streets in this new town were to be eighty feet wide with the exception of Broadway and Smith streets which were to be 100 feet wide, and Division street and the State Line were to be much narrower than 80 feet. The alleys were to be 30 feet wide. Broadway was to extend from Pearl street south across the railroad tracks to Chestnut street, Smith street went east and west and was to be the heart of the projected town, down the center of which was to run the railroad. With the growth of the railroads, and the passing of the years the railroads have completely absorbed Smith street.

Mr. Smith gave the right of way to the Bee Line Railroad company and they in turn promised that all trains would always stop in his town. That was true for many years and well within the memory of many Union City adults, certain trains failed to stop. Gradually more and more trains went thundering by and today, we are no different from other towns of equal size. The document containing the promise of the railroad is still on file in the county courthouse.

On the Indiana side the first store was that of Benjamin Hawkins. Jesse Paxon who set up the first Boot and Shoe store in 1856 says that Mr. Hawkins hauled his goods from Greenville and opened his store before the railroads reached this place. The first greenhouse was established by Hawkins and Searl in 1853. The first railroad agent was R. A. Wilson, who opened the first railroad books. William Anderson set up the first Blacksmith shop in August, 1852. The first livery stable was opened by Alfred Lenox in 1855. The Branham Hotel was built in 1855 1856 and opened in 1856. It was the first brick building in town. The Branham is in operation today and it is the oldest continuous business in town.

The first school was taught in the fall of 1853 by Miss Mary Ensminger in her father's house on North Howard St. just south of the Star house. She had perhaps half a dozen pupils. The first public school was taught in 1853-54 in a little frame building on the site of Anderson's at 105 North Columbia Street. (Specifically on the site of the old Branham restaurant.) The first public school building was erected in 1858 on the site of the present school building. The first preaching place was in Henry DeBolt's house. The first church organization was the Methodist Episcopal in 1852. There were four members, two on probation. The first church building was

THE DISCIPLES OF CHRIST, 1853-58. THE FIRST BANK WAS THE FIRST NATIONAL BANK, EDWARD STARBUCK, PRESIDENT, 1865.

CONTINUOUS GROWTH OF UNION CITY

THE GRAIN BUSINESS AROSE ALMOST TO A BOUND TO IMMENSE PROPORTIONS. HUNDREDS OF WAGON LOADS WERE WAITING AT A TIME AND THE GRAIN MEN HAD TO WORK DAY AND NIGHT TO KEEP UP THE BUSINESS. GRAIN WAS HAULED FROM FORT RECOVERY, NEW CORYDON AND EVEN WITHIN SIX MILES OF RICHMOND.

DUE TO THE EXTENSIVE FACILITIES, IN LESS THAN 25 YEARS, UNION CITY HAD GROWN TO A POPULATION OF 5,000.

WEST SIDE SCHOOL HISTORY DATES BACK TO 1853

THE FIRST PUBLIC SCHOOL WAS OPENED IN 1855. IN A FRAME BUILDING WHICH STOOD ON THE SITE OF THE OLD BRANHAM RESTAURANT NOW THE SOUTH PORTION OF ANDERSONS AT 105 N. COLUMBIA STREET. THE LITTLE SCHOOL HAD AN ENROLLMENT OF SEVEN PUPILS, WHO WERE TAUGHT BY GEORGE BRAINARD AND ASSISTED BY HIS WIFE EMILY. THIS BURNED DOWN IN 1857.

IN 1858 UNDER THE SUPERVISION OF BOARD OF TRUSTEES CONSISTING OF DR. J.M. JAMES, NATHAN CADWALLADER AND DR. J.N. CONVERSE, A HALF BLOCK FACING OAK AND WALNUT STREETS WAS PURCHASED AND A TWO STORY BRICK BUILDING WAS ERECTED.

THE BUILDING, BOTH EXTERIOR AND INTERIOR, WAS SEVERLY PLAIN AND EQUIPMENT OF THE SIMPLIST DESIGN, IT WAS CONSTRUCTED UNDER THE SUPERVISION OF THE TRUSTEES. IN 1868 A WING WAS BUILT CONSISTING OF TWO STORIES AND TWO ROOMS. A SECOND ADDITION WAS BUILT IN 1875. A TWO-STORY, FOUR ROOM, FRAME BUILDING WAS ERECTED ON THE WEST SIDE OF THE PRESENT SCHOOL LOT FACING WEST ON WALNUT STREET. ON THE FRONT OF THE BUILDING THERE WAS AN UNCOVERED PLATFORM WHERE THE CHILDREN FORMED "RANKS" AS THEY MARCHED INTO SCHOOL. INSIDE EACH CHILD HAD HIS OWN BOX IN WHICH THEY PUT THEIR COATS WHICH WAS ROLLED IN A BUNDLE. A LITTLE LATER A THIRD ADDITION WAS CONSTRUCTED. THE BUILDING THEN CONTAINED EIGHT LARGE SCHOOLROOMS, AN OFFICE, A PUMP ROOM, AND STAIRWAY.

THIS NEW SCHOOL WAS TAUGHT BY MR. AND MRS. GRAY AND LATER WILLIAM A. WILEY SUCCEEDED THEM.

THE FIRST HIGH SCHOOL CLASS WAS ORGANIZED IN 1872 WITH THIRTEEN STUDENTS. THE FIRST GRADUATING CLASS IN 1876 CONSISTED OF EDNA THOMPSON, PERRY SHANK, PRESTON N. WOODBURY, AND WETSTER ~~WETTER~~ ^{E.} LAMBERT

THE SUPERINTENDENTS WERE WALTER B. PAGE AND JOHN C. EAGLE WHO RETIRED IN 1870.

THERE HAS BEEN EIGHTY-TWO GRADUATIONS SINCE THE FIRST HIGH SCHOOL.

IN 1891 THE BOARD OF TRUSTEES DECIDED THAT THE CITY WAS GROWING SO RAPIDLY THAT A NEW BUILDING WAS NECESSARY. A BEAUTIFUL STATELY BRICK BUILDING WITH MANY ROOMS AND SPACIOUS HALLWAYS ROSE TO REPLACE THE OLDER BUILDINGS. BEAUTIFUL TREES AND A CIRCULAR WALK ADDED TO ITS ELEGANCE.

IN 1895 A NEW GRADE BUILDING WAS BUILT AT HOWARD AND SOUTH STREETS WHICH SERVED THE COMMUNITY UNTIL 1941.

In February, 1919, the North side building was completely destroyed by fire. The South side building was used to its capacity while the other elementary grades were housed in the Luthern Parish House, the Presbyterian church and the city library. The Methodist church accommodated the seventh and eighth grades and the Christian accepted the High school for two and one-half years.

They got the money to build a new school building by: fire insurance \$27,000, bonds \$76,000, Union City Holding company \$60,000, civil city \$40,000, alumni association \$15,000. Soon after the building was completed a commission of foreigners were visiting in this city and inspecting factories, when they saw the school building one of them asked "What kind of a factory is this?" A nun from Union City replied "A brain factory."

UNION CITY WEST SIDE HIGH SCHOOL

PRINCIPALS

Walter Page 1872-79

1880-85

Susan Patterson 1891

Elenora Deem 1894-98

Ethelburt Woodbury & M. O. Gray

1898-01

John Stanley 1901-1907

J. C. Batchelder 1907-11

Carl H. Mote

W. A. Stockinger 1912-18

O. E. Tombaugh

O.M. Stuckel 1918-20

Row Wisehart

D. S. Weller 1920-27

Harlie Garver

Charles McCullough 1927-40

Austin Cole

LaVerne Harader 1946-55

Robert Shank 1955

SUPERINTENDENTS

John C. Eagle

Fredrick Treudley

J. R. Hart

Susan Patterson

H. M. Bowers

Linneus Hines

O. H. Blossom

John P. King

O. H. Greist

Roy Wisehart

Harlie Garver

E. P. Blackburn

Frank A. Ross

Dee Hand

NEW HIGH SCHOOL

THE NEW SCHOOL WAS STARTED NOVEMBER OF 1956, AND SHOULD BE FINISHED JULY 1, 1958.

THE SCHOOL COST \$611,430.95 YET TO BUILT, GYMNASIUM, AUDITORIUM, AND CAFETERIA, IT IS ESTIMATED THAT IT WILL COST \$275,000.

EQUIPMENT THAT IS USED IN THE SCHOOL COST \$55,000 THIS IS WHAT HAS BEEN PURCHASED

THE COST OF THE GROUND WHICH CONTAINS 35 ACRES FOR THE SCHOOL SITE WAS \$51,038.44

THE ADDITIONAL COST OF STREETS WAS PAID BY THE CITY AND AMOUNTED TO \$11,000. IT IS ESTIMATED IT WILL COST \$15,000 MORE TO BLACK TOP THE STREETS.

THERE ARE 20 CLASS ROOMS, OFFICES, HEALTH FACILITIES, TEACHERS LOUNGE, AND LIBRARY. THERE ARE ABOUT 400 STUDENTS ENROLLED AT THIS TIME.

EARLY UNION CITY AND FIRST BUILDINGS

IN THE WINTER AND SPRING OF 1850, IMMEDIATELY FOLLOWING THE SURVEYING AND PLATTING, LOTS IN THE NEW TOWN WERE OFFERED FOR SALE. AMONG OTHER PURCHASES WAS DAVID TEETER, WHO IN MARCH OR APRIL 1850, BEGAN TO BUILD ON THE SOUTHEAST CORNER OF OAK AND HOWARD STREETS. THIS WAS THE FIRST BUILDING ERECTED IN UNION CITY. MR. TETTER, WHO HAD BEEN IN ILL HEALTH DIED IN MAY OF 1850, AND THE HOUSE WAS SOLD TO BENJAMIN HAWKINS WHO COMPLETED IT. THIS WAS THE WELL KNOWN STAR HOUSE.

ONLY TWO BUILDINGS WERE PUT UP IN 1851, BUT BY 1852, THERE WAS REAL ACTIVITY IN THE NEW SETTLEMENT. NEWS OF THE RAILROADS HAD FILTERED OUT THROUGH THE COUNTRY AND PEOPLE REALIZING THE OPPORTUNITIES OF THE LOCATION BEGAN TO ARRIVE.

THE FIRST HOTEL ON THE INDIANA SIDE WAS THE FOREST HOUSE BUILT IN JULY 2, 1852 AND KEPT BY MR. MILLER. THIS BUILDING STOOD WHERE THE GRAND THEATER IS TODAY.

THE FIRST BOOKSTORE WAS SET UP BY EPSY AND STEELE. THE FIRST BANK WAS THE FIRST NATIONAL BANK, EDWARD STARBUCK, PRESIDENT, 1865. KIRSHBAUM AND CO. BEGAN THEIR STORE IN 1865. BRANHAM'S HOTEL WAS BUILT IN 1855-56 AND OPENED IN 1856 AND IS STILL IN BUSINESS. DR. FERGUSON BEGAN THE PRACTICE OF MEDICINE IN UNION CITY IN 1867. THE FIRST STORE ON THE INDIANA SIDE WAS BY B. HAWKINS, FEBRUARY 1853. THE FIRST TWO BRICK EDIFICES ARE THOUGHT TO HAVE BEEN BRANHAM'S HOTEL AND THE BUILDING ON THE SOUTHWEST CORNER OF COLUMBIA AND PEARL BUILT BY I.P. GREY.

BOW HONG, CHUNG LUNG
PROVIDES TRAGEDY IN
EARLY UNION CITY HISTORY

WOVEN INTO THE WAYS AND WOOL OF EVERY COMMUNITY ARE STORIES OF STRANGE AND UNUSUAL CHARACTERS WHO DRIFTED IN WITH THE EARLY TIDE. THEY WERE THE ONE'S WHO THOUGHT THAT IN EACH NEW LOCATION THEY WOULD SURELY FIND THE MYTHICAL POT OF GOLD.

SUCH WERE BOW HONG AND CHUNG LUNG, TWO CHINESE WHO CAME TO UNION CITY ABOUT 1886. THEY STARTED A LAUNDRY IN A ONE STORY FRAME BUILDING, ON THE SOUTH SIDE OF OAK STREET, FOUR DOORS WEST OF THE PRESENT TELEPHONE EXCHANGE. BOTH MEN WORE QUES AND DRESSED IN NATIVE CLOTHING.

THEIR LITTLE BUILDING HAD TWO ROOMS. THE FRONT ONE WAS THEIR BUSINESS ROOM AND WAS SPARSELY FURNISHED WITH A COUNTER AND TILLS AGAINST THE WALL WHERE COMPLETED LAUNDRY WAS KEPT UNTIL CALLED FOR. WHEN PEOPLE TOOK THEIR LAUNDRY, THEY GAVE THEIR NAME AND THE CHINAMEN MADE A HIEROGLYPHIC ON THE LAUNDRY AND ANOTHER LIKE IT ON A CARD WHICH HE GAVE TO THE OWNER, EACH PERSON HAD BETTER BRING THAT CARD WHEN HE CAME TO CLAIM HIS CLOTHES, BECAUSE "NO CHECKEE, NO LAUNDRY".

THE BACK ROOM WAS THEIR LAUNDRY AND LIVING QUARTERS. THEIR EQUIPMENT WAS MOST MEAGER. THEY HAD ONE LITTLE LAUNDRY STOVE WHICH HAD SERVED ALL PURPOSES AND ITS TOP WAS SO SMALL THAT THEIR THREE OR FOUR IRONS COMPLETELY COVERED IT. THE MEN SLEPT ON HARD, LITTLE COTS, PLACED AGAINST THE WALL, ON TWO SIDES OF THE ROOM.

NOW BOW HONG WAS A SURLY SORT OF PERSON BUT CHUNG LUNG WAS VERY FRIENDLY. HE ENCOURAGED THE BOYS TO COME IN AND VISIT AND WAS VERY GRATEFUL WHEN THEY TRIED TO TEACH HIM ENGLISH. HE IN TURN TRIED TO TEACH THEM HOW TO EAT WITH CHOP STICKS.

ONE NIGHT THE TRAGEDY OCCURRED. BOW BECAME ANGRY AT CHUNG, AND GRABBING CHUNG'S QUE WITH ONE HAND AND A BUTCHER KINFE WITH THE OTHER HAND, HE TRIED TO MURDER CHUNG. EVIDENTLY CHUNG WAS TOO AGILE AND ALL HE GOT FROM THE KNIFE WAS A NUMBER OF SLASHES. BUT BOW WAS DETERMINED THAT HIS VICTIM WOULD NOT ELUDE HIM, AND SECURING A HATCHET, HE CUT AND POUNDED CHUNG ABOUT THE HEAD AND SHOULDERS UNTIL LIFE WAS GONE.

BRAZED BY WHAT HE HAD DONE, HE TRIED TO CUT HIS OWN THROUT WITH THE BUTCHER KNIFE, BUT AGAIN THE KNIFE FAILED TO TURN THE TRICK. THE MURDER OCCURED IN THE BACK ROOM. THEN LEAVING A TRAIL OF BLOOD BEHIND HIM, BOW WENT INTO THE FRONT ROOM, BROUGHT A REVOLVER OUT FROM ITS HIDING PLACE AND TOOK HIS OWN LIFE.

IN THE MORNING WHEN THE BODIES WERE FOUND , THE PLACE LOOKED LIKE A SLAUGHTER HOUSE. IT WAS, PERHAPS THE WORST TRAGEDY THAT EVER HAPPENED IN UNION CITY.

WELL SAM, BOW'S FATHER, LIVED IN MARION, AND THE AUTHORITIES SENT FOR HIM TO COME AND MAKE THE FUNERAL ARRANGEMENTS. THE BODIES WERE TAKEN TO VANNYS'S FUNERAL HOME IN THE ROSS OPERA HOUSE BUILDING, WHICH WAS WHERE THE BACKSTAY WELT IS LOCATED TODAY.

THEY WERE BURIED IN THE LOCAL CEMETARY WITH CHINESE RITES. CHINESE FRIENDS CAME FROM DAYTON AND ELSEWHERE AND BROUGHT GIFTS AND MEAT, RICE ETS., PROPERLY COOKED BY CHINESE, AND THIS FOOD WAS PLACED ON THE GRAVES AFTER THE BURIAL.

THEIR BODIES REMAINED IN THE CITY CEMETARY FOR A NUMBER OF YEARS AND THE FAMILY AND CHINESE FRIENDS WERE FAITHFUL IN PLACEING FOOD ON THE GRAVES. ALWAYS AT CHRISTMANS, THEY BROUGHT FLOWERS, RICE AND CHOPSTICKS.

FINALLY THE BODIES WERE TAKEN UP AND REMOVED TO CHINA, WHERE THEIR SPIRITS COULD MINGLE WITH THOSE OF THEIR ANCESTORS AND ALL COULD BE AT PEACE.

THIS STORY WAS TOLD BY HARRY WETZ. HARRY GRADUATED FROM WEST SIDE SCHOOL IN 1892.

EARLY IN THE MORNING, FOLLOWING THE NIGHT OF HORROR, HARRY WAS GOING ALONG THE NORTH SIDE OF OAK STREET, DELIVERING THE CINCINNATI POST. HE SAW A COMMOTION AT THE LAUNDRY AND DID WHAT ANY NORMAL BOY WOULD DO. HE WENT ACROSS THE STREET TO SEE WHAT WAS GOING ON, THUS IT WAS THAT HE WAS AMONG THE FIRST ARRIVALS.

THE BIG FIRE OF 1883

ON FRIDAY EVENING AT 6:30 O'CLOCK, MAY 4, 1883, THE FIRE ALARM SOUNDED IN UNION CITY.

THE PETER KUNTZ LUMBERYARD WAS ON THE SOUTH SIDE OF PEARL ST., NOT FAR FROM THE PRESENT LOCATION OF THE UNION CITY LUMBER COMPANY. ALONG THE RAILROAD BACK OF ABOUT WHERE JIM POTTER LIVES TODAY. 501 WEST PEARL, 1949. THERE WERE SEVERAL PILES OF LATH PILED CROSSWISE IN ORDER TO DRY. JUST EAST OF THE LATH WAS A SHED WHERE DRY LUMBER WAS STORED.

A SPARK FROM A PASSING RAILROAD ENGINE WAS BLOWN INTO THE LATH. THERE WAS A STRONGWIND FROM THE SOUTHWEST AND BLEW THE FIRE INTO THE SHED OF DRY LUMBER, WHICH IGNITED LIKE A TINDER BOX.

THE FIRE DEPARTMENT ANSWERED THE CALL PROMPTLY AND CAME TO THE CORNER OF PEARL AND PLUM ST., BUT THINGS WERE DIFFERENT IN THOSE DAYS.

IN THE MIDDLE OF THE STREETS INTERSECTION WAS AN IRON LID. THE FIREMEN TOOK OFF THE LID AND SCREWED A PORTABLE HYDRANT INTO A WELL. ~~THEY TOOK OFF THE LID AND SCREWED A PORTABLE HYDRANT INTO A WELL.~~ THEN THEY FASTENED THE HOSE TO THE HYDRANT AND OPENED THE VALVES. WATER SPURTED THREE OR FOUR MINUTES AND THEN FAILED COMPLETELY. THE STRONG WIND FANNED THE FLAME AND THEN THE FIRE WAS LEAPING FROM BUILDING TO BUILDING, IN HUNGRY QUEST OF MORE FUEL.

PEOPLE ON THE NORTH SIDE OF PEARL CLOSED THEIR HOUSES AND QUICKLY GOT SAND AND PUT IT ON THE ROOFS TO KEEP THE FLYING SPARKS FROM IGNITING.

IN THE BEAUTIFUL HOME OF W.M. HARRIS, (432 WEST PEARL) WHERE THE FRAZE FUNERAL HOME IS TODAY, THERE WAS A GASOLINE LIGHTING SYSTEM WITH A GORGEOUS CHANDELIER IN THE PARLOR. MR HARRIS, ALONG WITH THE OTHERS HAD CLOSED HIS HOME AS TIGHTLY AS HE COULD AND PUT GRAVEL ON THE ROOF, BUT SOME BADLY FRIGHTEBED PERSON, REMEMBERING THE BEAUTY OF THAT CHANDELIER, BROKE INTO THE HOUSE AND WAS PULLING THE CHANDELIER FROM THE CEILING WHEN HE WAS DISCOVERED. MR. HARRIS QUICKLY PUT THE INTRUDER OUT OF THE HOUSE AND PLUGGED THE GASOLINE LEAK, THUS SAVING WHAT MIGHT HAVE BEEN A TERRIBLE EXPLOSION.

BUT ON THE SOUTH SIDE OF THE STREET, THE FIRE WENT STEADILY ON. SOON IT WAS A BLAZING INFERNO. BY THE TIME IT REACHED HOWARD ST., THE BLAZE WAS SO HOT IT MELTED THE GLASS IN THE WINDOWS.

ON WENT THE FIRE, EAST ON THE SOUTH SIDE OF PEARL ST. TO COLUMBIA AND SOUTH ON COLUMBIA TO THE RAILROAD.

IT MUST HAVE BEEN IN THE JAQUA & COMPANY HARDWARE STORE, IN THE SMITH BLOCKS ON COLUMBIA STREET WHERE THERE WERE SO MANY SHOT GUN SHELLS. ONE EYE WITNESS (HARRY WETZ) SAYS HE VIVIDLY REMEMBERS THE CONTINUED EXPLOSION OF THOSE SHELLS WHEN THE HARDWARE STORE CAUGHT FIRE.

THE ENTIRE SOUTH SIDE OF PEEARL STREET, FROM WALNUT TO COLUMBIA AND SOUTH ON COLUMBIA TO THE RAILROAD BECAME A MASS OF FLAMES AND BURNING PARTICLES WHICH WERE FLYING IN ALL DIRECTIONS. MEN WERE ON THE ALERT EVERYWHERE PUTTING OUT FIRES THAT STARTED FROM THE FLYING MISSILES.

SO BRILLIANT WAS THE REFLECTION OF THE SKY, THAT A NEWSPAPER COULD BE READ AT WEST UNION. SPRINGFIELD, OHIO 72 MILES AWAY SAW THE BLAZE.

FIRE DEPARTMENTS CAME FROM GREENVILLE AND SIDNEY. THEY WORKED HARD TO SAVE COLUMBIA STREET AND THE REMAINDER OF THE BUSINESS DISTRICT. GREENVILLE'S FIRE DEPARTMENT HAD THE HORSE-DRAWN WAGON WHICH THEREFORE PREVENTED THEM FROM ARRIVING VERY QUICKLY SO THEY CHARTERED A TRAIN AND BROUGHT THE FIRE WAGON DOWN BY RAIL.

THEN TWO MIRACLES HAPPENED AT ABOUT 8 O'CLOCK. THE WIND CHANGED VEERING TO THE EAST AND DIRECTED THE BLAZE AWAY FROM THE BUSINESS DISTRICT, AND IT BEGAN TO RAIN. IT WAS MIDNIGHT BEFORE THE PEOPLE HAD ANY SENSE OF SECURITY. BY THAT TIME THE FIRE WAS DEFINITELY UNDER CONTROL.

THE NEXT DAY IT LOOKED AS IF THE CITY WAS REDUCED TO RUBBLE. THERE WERE BLOCKS OF SMOULDERING TIMBERS. MANY WHO HAD BEEN BURNED OUT OF THEIR HOMES AND MANY WHO WERE FEARFUL, HAD MOVED THEIR HOUSEHOLD GOODS TO ALL PARTS OF THE CITY. FOR THOSE WHO HAD A ROOF, AND WHO COULD FIND THEIR FURNITURE, IT WAS MOVING DAY.

FROM THERE THEY BEGAN TO COUNT THE COST OF THE HORRIBLE FIRE. THEY ESTIMATED THE LOSS AT OVER HALF A MILLION.

A WEEK LATER THEY FOUND THEIR ACTUAL LOSS TO BE ABOUT \$225,00,00. BY THAT TIME THE ENTERPRISING PETER KUNTZ HAULØD THREE TRAINS OF LUMBER AND UNLOADED TWO MORE TRAINS ON THE SIDE TRACK. THAT WAS THE SPIRIT OF THE COMMUNITY AND IN A SHORT TIME THERE ROSE FORM THE ASHES A NEW AND BETTER UNION CITY.

JEREMIAH SMITH

JEREMIAH WAS BORN ON MAY 11, 1805, AND WAS BORN IN CROSS KEYES, SOUTH CAROLINA. HIS GRANDFATHER WAS BORN IN 1736, AND DIED IN 1801, WHEN HE WAS 65 YEARS OLD. HIS FATHER, WHO WAS WILLIAM SMITH, WAS BORN IN 1779, AND DIED IN 1831, WHEN HE WAS 52 YEARS OLD. HIS MOTHER'S NAME WAS MARY, AND WAS A DAUGHTER OF BUTLER AND SARAH KENNEDY. SHE DIED IN 1847. JEREMIAH'S PARENTS WERE PUT TO REST ON A PATCH OF LAND NEAR MODOC, UNDERNEATH A POPLAR TREE. JEREMIAH PLANTED THAT TREE WITH THE FOLLOWING INSTRUCTIONS LEFT IN HIS WILL: "I DIRECT THAT POSTERITY PRESERVE SAID POPLAR TREE FROM BEING BOXED, BORED, CUT OR HACKED FOR ALL TIME TO COME, DURING THE NATURAL LIFE OF SAID TREE, WHICH MAY LIVE AND GROW FOR CENTURIES."

WHEN JEREMIAH WAS A SMALL BOY, HE CAME WITH HIS PARENTS TO RANDOLPH COUNTY. HE RECEIVED IN EARLY LIFE, A GOOD COMMON ENGLISH EDUCATION, WHICH HE IMPROVED UPON WHEN HE ENTERED UPON THE ACTIVE DUTIES OF LIFE. HE WAS A SELF-MADE MAN WITH A VIGOROUS MIND AND A STRONG CONSTITUTION, AND UNTIRING ENERGY. HE ROSE RAPIDLY TO A HIGH STAND AT THE BAR, AND WAS PLACED ON THE BENCH AS PRESIDENT JUDGE OF THE CIRCUIT COURT, AND SERVED A FULL TERM.

JUDGE SMITH, IN PERSON, IS A LARGE MAN WITH A HIGH FOREHEAD, FULL FACE, AND GOOD FEATURES. AS A SPEAKER, HE MAKES NO PRETENSE, BUT MARCHES RIGHT UP TO THE POINT IN CONTROVERSY WITH ALL HIS MIGHT AND THROWS HIMSELF BODILY INTO THE ARGUMENT.

THE JUDGE USED TO BE AN ACTIVE MEMBER OF THE CHRISTIAN CHURCH AND NOW IS ONE OF THE TRUSTEES OF THE UNIVERSITY OF INDIANAPOLIS, AND ALSO IS PRESIDENT OF THE CINCINNATI, UNION AND FORT WAYNE, AND THE EVANSVILLE, INDIANAPOLIS, AND CLEVELAND STRAIGHT-LINE RAILROADS.

JEREMIAH WAS MARRIED TO CYNTHIA DYE FROM OHIO IN 1835, AND THEY BECAME THE PARENTS OF EIGHT CHILDREN---WILLIAM, JOHN, HENRY, CHARLES, JILES, OLIVER, MARY, AND CHARLOTTE. THEY MADE WINCHESTER THEIR HOME AND BUILT FRANKLIN HOUSE IN 1839. THE FOLLOWING YEAR THEY BUILT THEIR RESIDENCE, WHICH IS STILL STANDING AND IS KNOWN AS TOWN HOUSE.

THE REMAINS OF BOTH JEREMIAH AND CYNTHIA WERE BROUGHT TO UNION CITY, BY SPECIAL TRAIN, FOR BURIAL IN THE FAMILY LOT IN THE UNION CITY CEMETERY, IN 1874.

MRS H.D.FITZGERALD OF UNION CITY IS ONE OF FIVE GRANDCHILDREN, AND MISS ADELINE SMITH OF UNION CITY IS ONE OF ELEVEN GREAT-GRANDCHILDREN TO SURVIVE JEREMIAH AND CYNTHIA SMITH.

